

# Indiana State Sentinel.

INDIANAPOLIS, MARCH 30, 1848.

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## PRESIDENTIAL ELECTORS.

**SENATORIAL.**  
ROBERT DALE OWEN, of Posey county.  
EDNEZER M. CHAMBERLAIN, of Elkhart county.  
**DISTRICT.**  
1. NATHANIEL ALBERTSON, of Harrison county.  
2. CYRUS L. DUNHAM, of Washington county.  
3. WILLIAM M. MCCARTY, of Franklin county.  
4. CHARLES H. TEST, of Wayne county.  
5. JAMES RITCHIEY, of Johnson county.  
6. GEORGE W. CARR, of Lawrence county.  
7. HENRY SECRET, of Putnam county.  
8. DANIEL MACE, of Tippecanoe county.  
9. GRAHAM N. FITCH, of Cass county.  
10. ANDREW J. HARLAN, of Grant county.

## Democratic State Central Committee.

LIVINGSTON DUNLAP, DAVID REYNOLDS,  
JAMES P. DRAKE, GEO. A. CHAPMAN,  
E. N. SHIMER, WM. SULLIVAN,  
CHARLES MAYER.

## Democratic County Committee.

Center—J. P. CHAPMAN, S. W. NORRIS, POWELL HOWLAND.  
Decatur—D. L. McFARLAND.  
Franklin—J. D. SPRINGER.  
Lawrence—J. PERRY, Sr.  
Perry—H. P. TODD.  
Pike—ADAM WRIGHT.  
Warren—E. N. SHIMER.  
Washington—ELIJAH JAMES.  
Wayne—JAMES JOHNSON.

The County Democratic Committee, at their meeting on Saturday last, adjourned to meet again on Saturday, the 5th day of April. It is hoped that there may be a full and punctual attendance. The hour of the meeting is 10 o'clock, A. M.

Another Letter.—Our neighbor of the Journal has, we understand, a letter from Gen. Taylor, in reply to one he wrote to him. Why has he not published it? It is cautiously worded, as we have heard. Perhaps the "signs of the times," which show so strongly in favor of Henry Clay, prevents our neighbor from giving this letter, as its publication would injure his "chances," should Mr. Clay be nominated. Will he give it to his readers?

HALL OF REPRESENTATIVES, March 15, 1848.  
GENTLEMEN: I am desired by the Commissioner of Patents to procure a list of the Agricultural Societies, Farmer's Clubs or other Industrial Associations, within my district, to the end that he may correspond with them in reference to the statistics of crops, &c., &c.

I avail myself of your columns, to invite every such association, within my district, to report themselves to me, together with the address of their president or secretary, at an early day—at least during the present session. Such as report themselves—though formed hereafter—will be recognized and receive annually a copy of the Patent office report, while the same may continue to be published.

I am gentlemen, very respectfully,  
W. W. WICK.  
The press of the district, please insert the above.

We publish to-day the Governor's veto of the bill allowing the claim of E. L. & J. Beard of Lafayette. We think he shows conclusively that if the principle of the bill is extended to all similar cases, the cost to the tax-paying people of Indiana, would amount to some \$1,300,000—certainly one million! Read it!

We think also, that when the "Butler Bill" was finally passed, the people expected that no further claims were to be brought against them, on account of the internal improvement system. They did hope that that business was at last disposed of, and that if there remained any canal claims, the bondholders or trustees to whom the canal has been transferred, should satisfy them. But they will find themselves mistaken; for the bill allowing the above claim—a claim seven years old—was passed over the Governor's veto—objections and all—by the Legislature. As the fence is now broken down, look out for more stray animals.

As an evidence how easily the Legislature is imposed upon, we call attention to the fact that Mr. W. J. Ball authorizes an explicit denial of the statement in the preamble to the Beard Bill that he ever encouraged the Beards to go on with their contract under the expectation that the State would pay them in par funds. He also declares his disbelief that the Beards received the scrip under protest as stated in that preamble!

"What inference do you draw when you see a man who is not a candidate for office before the Legislature, treating members, and many to whom he has never seen before, to oyster suppers?"  
"Why I should say he had a claim before them."  
"Well you are smart; but if the claim is a fair one, surely they would vote for it without an oyster supper!"  
"Oh! he knows that very well, and that is the very reason he gives the supper—it is not a fair one."  
"Well, do you suppose that any member would vote for a bad or dishonest claim for the sake of an oyster supper? Do you suppose he would tax the pockets of his constituents, the very men who were his friends in time of need and honored him with an office, would he tax them with an unjust claim for the sake of an oyster supper?"  
"I don't say that; I only say that the claimant thinks so."

"Then it seems you don't think a claimant compels a member much in treating him to an oyster supper while his bill is squeezing along?"  
"No sir, I do not. He evidently thinks his stomach is a stronger principle with him than his gratitude or his conscience."

We have read of a judge to whom a party in a suit before him, sent a present of some fine venison, just before the case was decided. The judge immediately returned the venison to the giver, with the declaration that he could not receive it; that if he should find the justice of the suit with him and decide in his favor, it might be attributed to the venison, and that every person in a public station, who is more or less looked to as an example, should avoid even the appearance of evil.

TERRE HAUTE AND RICHMOND RAILROAD.—We copy from the *Wabash Express*, its excellent synopsis of Col. Morris's report on the surveyed route from this city to Terre Haute. It is worthy of close examination and attention.

The "Loofoco confab," as published in the last Journal, is one of the flattest attempts at wit which we have ever seen. It is only a soft hotch-potch of lame wit newspaper lies, and is only worth laughing at for its stupidity.

## Veto of the Bill for the relief of Jesse Beard, and Elias L. Beard.

**To the Senate:**  
GENTLEMEN: The bill which originated in your body, entitled "An act for the relief of Jesse Beard and Elias L. Beard," is herewith returned. My signature to it has been withheld for the following reasons:  
The preamble states that one Joseph Renner entered into a contract on the 7th of June, 1839, with the Board of Internal Improvement, for the construction of section five of the Wabash and Erie Canal—that Renner, with the consent of the acting commissioner of the canal, transferred the contract to the Messrs. Beards—that by the contract, the State was bound to pay for the work in par funds, and that the Beards undertook it under that expectation—that under the general suspension, their work was stopped—that on the resumption of the work, they, by the advice of William J. Ball, engineer of the canal, prosecuted it under the expectation that the State would comply with the contract—and that the State having no par funds, the Beards received all their pay in canal scrip, which had become depreciated.

The bill then requires that the Governor shall appoint a commissioner to try the claim, who shall appoint a day for the commencement of the trial in Lafayette—that he shall swear witnesses, and examine them touching the matters to be investigated—that the Governor shall appoint a person to act as counsel for the State on the investigation, the amount of whose fee shall be fixed by the decision of the commissioner—that upon the commissioner awarding a sum against the State, and in favor of the claimants, he shall certify to the Auditor of State, and the Treasurer shall pay it. An appeal is allowed to the circuit court, or to the newly organized court of common pleas of Tippecanoe county.

Stripped of all irrelevant matter, the complaint in brief is, that the contractors found the State unable, in consequence of her prostrate condition, to pay for their work in par funds, as required by their contract—that instead of abandoning it, and giving the State an opportunity of employing others, as they might have done, they went on and finished it, received the State's promissory notes for the amount, and passed them away, while the State has since either taken them up at par, or has made ample provision for doing so.

And now the question is, shall the State, besides redeeming her paper at its face, and according to its terms, be required to pay the contractors the loss they sustained by bargaining it away at less than par? Is an individual debtor required by law to do so? And if not, ought the State, struggling as she now is to pay her debts, to be held to a stricter rule? Surely not; for the receiving the scrip under protest even if made—a protest made to a State officer, who could not change his address in consequence, but was compelled by law to pay it over, protest or no protest, cannot alter the case. Nor can the advice of Mr. Ball to the contractors, to proceed with their work—nor can his opinion given to them, that the State would pay them in par funds, (if such opinion was ever given), make the State liable.

[Since the above was written, Mr. Ball authorizes a direct denial that he ever gave such an opinion.—Ene.]  
Such an opinion even if given, at that dark period of the State's misfortunes, could not have been believed; and even if believed, Mr. Ball had no authority to bind the State.

But decisive as I regard the above objection to be, the precedent to be established by the passage of this bill, makes it far greater one. The same reason would require the State to make up the difference to every other contractor who has received scrip for his claim.

Efforts have been made to convince me that there is a distinction between the present claim, and others where a depreciated scrip has been received, but without effect. I can see no difference in principle; and the slight difference in form, would be overcome with a far less stride hereafter, than that taken to pass the present bill. But if the amount of this depreciation is made up in the case of all the other contractors, what will be the result? To answer this question, it is necessary to see the amount of scrip issued.

The amount of \$5 and \$50 scrip paid to contractors on our public works, when the system was broken down and the credit of the State gone, was \$1,500,000. The scrip issued on the canal east of Lafayette, amounts to \$421,761 28, and that issued on it west of that place, to \$519,838, making in all \$2,441,761 28. I am informed from a reliable source, that the first description of scrip was depreciated soon after its issue, to from 53 to 65 cents on the dollar, and the second and third description to about 40 cents on the dollar. This makes a total of depreciation, of about thirteen hundred thousand dollars, which the State, (besides meeting the scrip at par), would, by carrying out the principles of the present bill, be obliged hereafter to pay out of her exhausted treasury.

Even this is not all. By the same principle, or an easy consequence from it, a heavy and still increasing amount of interest, would also have to be paid on that depreciation.

The principle of the bill does not relieve the laborers on the public works, the farmers, and others who received this scrip from the contractors; it only relieves those who received it from the State—the contractors themselves.

The only way in which the laborer, and the rest of the community will be affected by it, (after having suffered their own share of the depreciation,) will be to be taxed to make up the loss sustained by the wealthier contractors—and that, too, when it is believed that in nearly all cases, the contractors paid off this very scrip to the real sufferers at par, and consequently suffered no loss whatever. Those who really suffered, (or at least who suffered the most), will be injured, not benefited, by the principles sanctioned by this bill, while the contractors who paid off their debts with the scrip, and at par, will reap all the advantage. Is this justice?

But why is an investigation necessary? Not to settle the facts. The nature of the contract, the amount of scrip paid to these claimants, the extent of its depreciation, &c., are well known. The important facts, whatever they are, are susceptible of office or record proof. Nothing remains to be decided, but the principle referred to, viz: shall an allowance be made by the State to contractors for depreciated scrip? On this question, I have frankly expressed my opinion; and if the Legislature should dissent from it, it is far better, in my judgment, that they calculate the difference, and to make the allowance at once from the Treasury, than to incur the heavy expense of a protracted investigation, the costs of a long trial, for the purpose of ascertaining facts already well known.

Another objection to this bill, I have already remarked upon in another communication. So many bills have already passed, or are yet before the Legislature, contemplating a heavy disbursement from the Treasury for individual claimants, that there is great danger of its disabling the authorities of State, from meeting other indispensable engagements, and especially from paying the interest on the State debt. Before these bills should be suffered to pass, or before an expense of any kind of the same amount should be authorized, the taxes should be correspondingly increased. They must be increased hereafter, if these expenses are incurred, and better now if ever. This policy would answer the double purpose of preventing prodigality, and of preserving our public faith inviolate.

But I am not advised that any such increase is contemplated, nor, indeed, that the State officers are to be authorized to borrow any funds to supply such probable deficiency.

In conclusion, I am clearly of the opinion, independently of all I have said, that (at least) the declaration that he could not receive it; that if he should find the justice of the suit with him and decide in his favor, it might be attributed to the venison, and that every person in a public station, who is more or less looked to as an example, should avoid even the appearance of evil.

their burdens. And it behooves us all to scrutinize every measure that is so fatally calculated to increase our already heavy taxes. JAMES WHITCOMB.  
February 10th, 1848.

The bill was passed by the Senate notwithstanding the above objections.

## Terre Haute and Richmond Rail Road.

T. A. MORRIS, Esq., has just completed his report of the survey of this road, and between this place and Indianapolis. Two routes were surveyed to Greensburg—one via Danville the other direct, and thence to this place. We condense the following from said report.

**SOUTHERN ROUTE.**  
Cost of grading, grubbing and bridging 1st Division, in Marion county.  
Total length of this division, 10,623 miles.  
Total cost, \$37,928 00  
Average cost per mile, 3,571 37  
Length of curved line, 2000 feet.  
Radius of curve, 5000 feet.

Cost of grading, grubbing and bridging 2d Division, in Hendricks county.  
Total length of this division, 18 miles.  
Total cost, \$114,306 00  
Average cost per mile, 6,350 33  
Length of curved line, 1 mile, 2,020 feet.  
Radius of curve varying from 11,400 feet to 5,730 feet.

Cost of grading, grubbing and bridging, 3d Division, in Putnam county.  
Total length of this division 13,56 miles.  
Total cost, \$150,892 00  
Average cost per mile, 11,129 31  
Length of curved line, 6 miles 2,920 feet.  
Radii varying from 11,400 to 1,700 feet.

Cost of grading, grubbing and bridging, 4th Division, in Parke county.  
Length of this division, 12,55 miles.  
Total cost, \$45,727 00  
Average cost per mile, 3,643 50  
Length of curved line, 3 miles 360 feet.  
Radii of curves varying from 4,800 to 6,300 feet.

Cost of grading, grubbing and bridging 5th Division, in Vigo county.  
Length of this division, 12,9 miles.  
Total cost, \$16,703 00  
Average cost per mile, 1,294 80  
Length of curved line, 2400 feet.  
Radius of curve 57 30 feet.

**NORTHERN ROUTE.**  
Total length of southern route, 73,63 miles.  
Total cost of grubbing, grading and bridging, \$365,556 00  
Average cost per mile, 4,964 77  
Length of curved line, 11,83 miles.  
Radii varying from 1,700 to 11,462 feet.  
Inclination of grade line as follows:  
Level, 4.03 miles.  
Inclination from 0 to 5 feet per mile, 10.00 miles.  
Inclination from 5 to 10 feet per mile, 8.40 miles.  
Inclination from 10 to 15 feet per mile, 8.80 miles.  
Inclination from 15 to 20 feet per mile, 5.60 miles.  
Inclination from 20 to 25 feet per mile, 3.00 miles.  
Inclination from 25 to 30 feet per mile, 2.90 miles.  
Inclination from 30 to 35 feet per mile, 4.60 miles.  
Inclination from 35 to 40 feet per mile, 28.24 miles.

The distance from Indianapolis, on the northern line, to the junction of the middle line is 12,75 miles. The distance from Indianapolis to the same point on the middle line is 12,72. The cost of construction, \$46,950 00. Making the middle line and lower crossing of White river on the line via Danville, \$6,157 00 cheaper than the upper crossing.

Taking the middle line to its junction with the northern line, and from thence to the junction of the Danville line with the southern line, the length of the line from Indianapolis via Danville to the intersection with the southern line is 33,17 miles, and the cost of construction \$230,034 00—average cost per mile \$6,935 00. The length of the southern line from Indianapolis to its intersection with the Danville line is 32,15 miles. Cost of construction, \$163,640 00. Average cost per mile, \$5,089 89.

From the above it will be seen that the line from Indianapolis via Danville and Greensburg to Terre Haute, will be one mile longer and cost \$66,394 00 more than the line from Indianapolis via Greensburg to Terre Haute.

The maximum grade established in the foregoing estimates is forty feet per mile; and from the frequency of its occurrence, it must be obvious that any material diminution of the inclination, would increase the estimates for grading very considerably. There are several points in the line, which a less grade could be used by a corresponding increase in the length of the line without affecting the cost much; but when it is considered that the greater proportion of the forty feet grade occurs where no such change in the line can be made, and that engines cannot be loaded beyond their power at these points, an additional reason exists for retaining the line where it is now located.

Although it is desirable that the grade line should approach as near to a level as possible, as the capacity of the road and the cost of transportation are affected by its inclination; yet between the expenditure for that purpose in grading the road and the additional cost of maintaining the necessary power to overcome the inclination, there exists a relation which true economy should not disregard.

To materially reduce the maximum grade on this line would cost an amount, the interest of which would more than maintain the additional power to overcome this grade, with a maximum amount of transportation.

The grade of forty feet per mile, is the maximum grade on the Madison and Indianapolis road, and is of frequent occurrence on the best roads in our country.

**CONSTRUCTION OF RAILWAY.**  
Whatever may be the plan, and however perfect may be the construction of the track of a road, it will always be in a deranged and badly adjusted condition, unless the road be thoroughly drained and secured from the effects of frost. To effect this as far as possible, the estimates for the track provide for covering the graded surface of the road, under the track, with gravel or broken stone one foot in depth, afterwards filled to the top of the cross-ties with the same material.

Gravel can generally be got in the vicinity of the streams on the east and west end of the road, and on the middle portion, stone can be had at an expense which will justify the expenditure.

The plan for the superstructure estimated, is as follows:  
Longitudinal mud-sills, 3 by 10 inches, are placed upon the compacted gravel surface, 3 feet from center to center; upon these cross-ties are placed, 6 by 6 inches square, 7 1/2 feet long, and 5 feet apart. In the space between the ties, two blocks are placed so as to decrease the space between the bearing points of the string pieces 6 by 6 inches square, secured in their places by wooden wedges. Upon the strings the iron rails are secured, leaving a width of track of 4 feet 8 1/2 inches clear. The timber all to be sound white or burr oak. The amount estimated for a track as above described, is \$2,250 per mile.

Among the diversity of opinions that exist as to the best form for a rail, I believe I generally concede that the T, or bridge rail, and the I rail are preferable. The first requires a continuous bearing surface under the rail; the latter is usually laid on detached bearings. In this country the rapid decay of the timber in the situation of string pieces, where its duration will not extend beyond five or six years, is certainly a strong argument against its use for that purpose. I have however provided for it in the estimate, as I believe a continuous bearing makes a better road, whatever may be the form of the rail.

I would recommend to your Board to procure a rail of not less than 60 lbs. to the yard. From contracts recently made by the Madison and Indianapolis Rail Road company, I understand that the T bar, of 60 pounds to the yard, is delivered at Madison at \$63 per ton to transport it to this place. The estimate for 1 mile of iron would be:  
94 3/4 tons, at \$60 per ton, \$5,670 00  
Add, for chains and spikes, per mile, 400 00  
Superstructure, per mile, 2,250 00  
Making track per mile, \$6,320 00  
Should detached bearing be used in place of the continuous bearing, the above estimate would be increased as follows:

**TOTAL COST OF ROAD.**  
The total cost of the road, including for locomotive power from Indianapolis to Terre Haute, will be as follows:  
Cost of grubbing, grading and bridging, (Southern line), \$365,556 00  
73,63 miles track complete, \$6,320 00 per mile, 653,377 89  
Total, \$1,018,933 89  
Average cost per mile, \$13,838 56.  
If to the total cost, as above, be added for contingencies \$100,000, there will be \$1,118,933 89, or \$15,063 89 per mile, 5 per cent, on the total cost, and superstructure, 20,558 00  
And a probable sum for engines, cars, warehouses, shops, turnouts, &c., of \$140,000 00

The total cost of road and equipments, ready for transportation, will become, \$1,258,933 89  
The average per mile, will then be \$16,100 00 nearly.

**BUSINESS OF THE ROAD.**  
If an estimate were made of the surplus products of the district of country which will contribute to the transportation of this road, which would at this time be conveyed upon it were it in operation, there is no doubt but sufficient business could be shown to make an investment in the stock of the road a profitable one. There cannot be found, at this time, a route for a rail road within our State, where the contiguous country is better able to sustain it than the route here contemplated.

When we consider the fact universally attested of the power inherent in railroads to create their own business, any calculation of probable business from data now to be obtained, must be very far below the reality, when a road has a country to support of such unusual productiveness as the one through which this road passes. A more satisfactory mode of arriving at the transportation on this road would be to compare it with some other road similarly situated. The Madison and Indianapolis road will perhaps afford the most appropriate comparison. The length of this road is eighty-six miles. The road however has only been in operation as far north as Indianapolis, since the first of October last—for the remainder of the year from Edinburgh, thirty miles South of Indianapolis. The gross receipts for four months, beginning with October, on this road, are \$31,688. It is true that this comprehends the most active part of the year on this road, and were the receipts for the whole year assumed in direct proportion to this amount, it would make the business of the road greater than experience will show it to be.

Looking at the business that has been done during the balance of the year between Edinburgh and Madison, I think it safe to assume \$200,000 as the gross receipts for one year on the whole road. Taking this sum then, and deducting from it the costs of working and maintaining the road for one year, and we shall have a sum for the net receipts, which I have no means of ascertaining the amount actually expended for maintenance and working expenses on the Madison road, for the four months above named. But taking the usual expense for these items on most of the roads in the country, constructed in as permanent a manner as our estimates contemplate. I believe that an allowance of forty per cent, of the gross receipts; for these expenses, will be entirely sufficient to cover them. Deducting then 40 per cent, of \$200,000 from \$200,000, there is left \$120,000, or net receipts for one year. This will give a dividend of over ten per cent, on the capital necessary to put your road in operation. Taking into consideration the great superiority of the region upon which this road will depend for business, both as it regards its present state of cultivation, and its ultimate agricultural productiveness, over the country contiguous with the Madison road, there can be no doubt that this estimate for the business of the road is far below that which would be realized.

To this estimate of the probable profitability of this road, it has been viewed as an isolated and merely sectional work, and as such only, it has merits which must insure its early construction. When completed it will form an important part of one hundred and sixty miles of continuous railway, running from the centre of the Wabash valley to the centre of our State, and thence to the Ohio river, touching the railroads of St. Louis, and Gen. ALVAREZ, and then march upon Queretaro, overthrow the government of PENA Y PENA, and establish a dictatorship. The *Arco Iris* is not celebrated for the correctness of its reports, and this scheme is not feasible, at least at present.

The city of Queretaro was filled with ladrones, who were robbing the people with impunity, the authorities making no efforts to check them. The report that the house of DUBOIS & MCKINNEY had been burned, the government with funds, is contradicted. The *Monitor* says that the proposition made was too exorbitant to be accepted.

The following is from the *American Star* of the 18th.  
**LOWER CALIFORNIA.**—Advices from Mazatlan have been received to the 30th January. The guerrillas, under Mirages, made an attack upon the Cape (Lower California) and were completely routed—Mirages and many other Mexicans being killed. La Paz further north in Sonora, was also the scene of a sanguinary conflict between the guerrillas, under Capt. Pineda, and the Americans. The place was reduced to ashes by the fire that took place between the combatants. The Mexicans were finally compelled to retire. There are rumors of other engagements, but nothing to be relied on.

The Governor and Vice Governor of San Luis have been suspended from office, in order to undergo a trial according to the provisions of the law. Sr. REYES has been appointed Provisional Governor.

Gen. HERRERA is again dangerously ill at Queretaro.

## From Mexico.

JARAUATA TAKEN PRISONER: DISTURBANCES IN YUCATAN.  
LOUISVILLE, March 28, 1848.

The steamer Alexander Scott has arrived from New Orleans, bringing papers to the evening of the 16th inst. The Tampico papers of the 4th learn from good authority that Padre Jarauata was surprised and taken prisoner at Zucatlapan, with his forces, by a party of American troops. During the skirmish several Mexicans were killed, and the Americans afterwards reduced the town to ashes.

The papers contain no news from Vera Cruz or the City of Mexico.

## From Yucatan.

Advices have been received from Yucatan to the 15th of February. The Patria gives details of the atrocities of the Indians.

At Sacunquil the savages murdered 31 persons, principally women and children. Their bodies were dreadfully mangled and afterwards consumed by fire. The Indians in the vicinity of Valladolid sued for peace. The savages were preparing to attack the city of Becan.

The town of Chansenote was taken by the Indians and reduced to ashes.

## From the Cincinnati Enquirer.

The *Picayune*, of the 8th, has intelligence from Mexico by the arrival of the steamer *New Orleans*, which sailed from Vera Cruz on the 2nd inst. In the conflict between Lieut. Col. BUCOS and the guerrillas, on the Orizaba road, of which we had previous accounts, Lieut. HENDERSON and 12 men were killed. The Mexican loss supposed to be about the same. The guerrillas were dispersed. A stampede occurred among the teams, and Col. B. was compelled to leave his killed and wounded behind, and make the best of his way to Cordova. The greater part of his wagons were burned, or taken by the guerrillas. He had with him detachments of the Louisianians and Georgia dragoons. The Mexicans numbered from four to five hundred.

A train, consisting of 160 wagons, escorted by a portion of Lieut. Col. BUCOS's command, arrived at Vera Cruz on the 29th ultimo. A Mexican who arrived with it reports that Gen. SANTA ANNA, with 2000 men, had an engagement on the 23d ult., with about 400 Americans, at Tehuacan, in which eight Americans were killed. From other items of the intelligence by this arrival, we doubt the truth of this report.

Col. BARKHEAD is Governor of Orizaba, and has a force of 1200 men. Col. STOCKTON, of the Michigan volunteers is Governor of Cordova, and his regiment forms the garrison at that point. Another garrison is to be stationed at Paso del Manchero, under the command of Major JULIE, of the Michigan regiment, who will have two companies of the same, and such other force as may be found necessary.

A company of Louisiana volunteers who considered themselves enlisted as cavalry, refused to do duty as infantry, and were sent to the castle at Vera Cruz. It was supposed the leaders of the revolt would be severely punished.

Dates from the capital are to the 26th ultimo. It was said that an armistice for two months would be signed by Gen. BUTLER on the 27th.

SANTA ANNA has published a letter in relation to his escape from Gen. LANE, at Tehuacan, and a note requesting of the government a passport to leave the country. Of the former the correspondent of the *Picayune* says:

His charge upon Gen. Lane's command, of having taken his plate, is false, and his insinuation as to the conduct of the General while in Tehuacan, needs no refutation in the U. S. States. The spleen he vents in some measure excusable, since he was driven out of Tehuacan by our troops without time being given him to put on his "new uniform," and since he was driven out of Oajaca with as little ceremony by his own countrymen. A man thus made a shuttlecock of may be allowed some display of temper, which though directed by his characteristic disregard of truth, will harm no one.

General CUSHING left the capital on the 15th for Puebla, to assist in organizing the court of inquiry. A *Monroe* Banner was attached and killed by a number of Mexicans in the suburbs of the city, on the 13th. A number of his comrades repaired to the quarters on the ensuing evening, and took fearful vengeance upon a party whom they found armed with knives and pistols. Seventeen Mexicans were reported as killed, and forty wounded.

Col. JACKSON, bearer of dispatches, arrived up in six days from Vera Cruz. He took the order for the Court of Inquiry, and transferring the command to Gen. BUTLER, he took leave of the army in a brief, pointed and feeling address. The forces manifested much regret at parting with him.

Gen. LANE, with the same force he took to Orizaba, left the capital, on the 18th ultimo, and took the Guadalupe road. The expedition was a secret one, but it was supposed he was after JARAUATA or REA.

Advices from Queretaro are to the 17th ultimo. Several new deputies have arrived, but the meeting of Congress was very slow and some of the members were beginning to lose all patience. The Minister of Foreign Relations was using every means in his power to procure the attendance of a quorum. It is said that a sufficient number are pledged to attend whenever they are assured that the question of peace will come fairly before them, and at all events within ten days after being advised of the action of our government upon the treaty. We find no speculations as to the probable fate of that document in the Mexican Congress. The masses of the people are said to be greatly in favor of peace, and satisfied with the provisions of the treaty, including its cession of territory. The state of Zacatecas has recognized the existing government, and favors peace.

The *Arco Iris* of the 1st inst. has rumors that SANTA ANNA has abandoned his idea of leaving the country, and is about to try his fortunes again amidst the internal convulsions which threaten to distract the nation. His design is said to be to unite with the Vice President of San Luis, and Gen. ALVAREZ, and then march upon Queretaro, overthrow the government of PENA Y PENA, and establish a dictatorship. The *Arco Iris* is not celebrated for the correctness of its reports, and this scheme is not feasible, at least at present.

The city of Queretaro was filled with ladrones, who were robbing the people with impunity, the authorities making no efforts to check them. The report that the house of DUBOIS & MCKINNEY had been burned, the government with funds, is contradicted. The *Monitor* says that the proposition made was too exorbitant to be accepted.

The following is from the *American Star* of the 18th.  
**LOWER CALIFORNIA.**—Advices from Mazatlan have been received to the 30th January. The guerrillas, under Mirages, made an attack upon the Cape (Lower California) and were completely routed—Mirages and many other Mexicans being killed. La Paz further north in Sonora, was also the scene of a sanguinary conflict between the guerrillas, under Capt. Pineda, and the Americans. The place was reduced to ashes by the fire that took place between the combatants. The Mexicans were finally compelled to retire. There are rumors of other engagements, but nothing to be relied on.

The Governor and Vice Governor of San Luis have been suspended from office, in order to undergo a trial according to the provisions of the law. Sr. REYES has been appointed Provisional Governor.

Gen. HERRERA is again dangerously ill at Queretaro.

## From Mexico.

JARAUATA TAKEN PRISONER: DISTURBANCES IN YUCATAN.  
LOUISVILLE, March 28, 1848.

The steamer Alexander Scott has arrived from New Orleans, bringing papers to the evening of the 16th inst. The Tampico papers of the 4th learn from good authority that Padre Jarauata was surprised and taken prisoner at Zucatlapan, with his forces, by a party of American troops. During the skirmish several Mexicans were killed, and the Americans afterwards reduced the town to ashes.

## LAW OF INDIANA.

AN ACT amendatory to the laws in regard to the execution of judgments in Indiana.  
SECTION 1. Be it enacted by the General Assembly of the State of Indiana, That any person or persons being the owner or owners by legal or equitable title of any dam across any water course, who desires to employ the water of such water course from such dam in propelling a grist, saw, carding or fulling mill, or any other machinery whatever, on the lands and premises of such person or persons, below such dam, such person or persons may raise and erect excavations or embankments through the intermediate lands of any other person or persons for the purpose aforesaid, such person or persons so desiring said dams, excavations or embankments, having first fully paid the respective owners of the intermediate lands the full equitable value of the land which may be set apart and appropriated to such race, excavation and embankment, and fully compensate for all damages which such race, excavation or embankment may occasion to the lands and premises of such intermediate owner or owners; if, however, there be a grist, saw, carding or fulling mill, or any other machinery propelled by the water of the water course on which such dam may have been erected below said dam, but above the place where the owner of the dam may desire to propel his mills or machinery, belonging to any other person, so that the proposed race would conduct the water around such intermediate lands, and the said dam, and the same, leave shall not be given to make such race, excavation or embankment.

SECTION 2. Such person or persons before making such race, excavation or embankment